

Report for Resolution

Report to Planning Applications Committee
Date 20 January 2011.
Report of Head of Planning Services
Subject 10/02097/F Garages Adjacent To 32 Bates Green Norwich

Item
6(3)

SUMMARY

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| Description: | Redevelopment of site to provide 4 No. houses. |
| Reason for consideration at Committee: | City Council led development Objection to similar neighbouring site |
| Recommendation: | Approve subject to conditions |
| Ward: | Wensum |
| Contact Officer: | Mr Lee Cook Senior Planner 01603 212536 |
| Date of receipt: | 2nd December 2010 |
| Applicant: | Orwell Housing Association Limited |
| Agent: | Barefoot and Gilles Limited |

INTRODUCTION

The Site

Location and Content

1. The site lies to the western edge of Norwich within an established residential area. The estate contains a central core of houses with flats to the edge of the estate. The site itself forms one of a group of 4 garage courts at the core of this area. Access into the estate is via Marl Pit Lane. The road system divides the estate into 2 access points with the 2 long main roads effectively being cul-de-sacs. The north east roadway runs into a parking/turning head.
2. The area has a number of attractive green spaces which help to terminate roadways or provide courtyard spaces such as those at Randle and Bates Green. The site currently accommodates 12 garages and a number of parking spaces on the forecourt area.

Constraints

3. There are no current site constraints.

Topography

4. The site is relatively flat and has an existing landscape/verge area along its northern boundary.

Planning History

5. The garages have existed for a number of years and were formed as part of the original

development for this area in the late 1960's. Discussions have taken place with Strategic Housing and recently with the applicant concerning the potential of this and other nearby garage sites for redevelopment.

6. The application is one of a series of applications by Orwell Housing for sites currently owned by Norwich City Council. NCC has entered into an agreement with the Homes and Communities Agency with an initial objective for the delivery of at least 100 new affordable dwellings with Orwell having been selected as the provider of these.
7. A pre-application Consultation Event was held on 17th November 2010 at the Baseline Centre, 65/67 Knowland Grove, Norwich. This event was held from 2pm-4pm and 5pm-7pm with representatives from NCC Housing Dept, Orwell Housing and Barefoot and Gilles Architects.
8. Three response forms were received by the applicant as a result of this event with 2 supporting the principle of development but raising concern about the level of parking provision for the new houses and 1 response objecting to the principle of development. This response raised concern about parking levels in the area and also that they would not want a row of houses in front of their own house.

Equality and Diversity Issues

There are no significant equality or diversity issues.

The Proposal

9. This particular application is for the provision of a terrace of 4 houses (1 with three bedrooms and 3 with two bedrooms). The scheme includes associated parking, servicing and garden areas.

Application Representations Received

10. Advertised on site and adjacent and neighbouring properties have been notified in writing. No letters of representation have been received. The site notice expires on 15th January but at the time of writing this report no additional comments had been received. Members will be advised of any further representations received at Committee.

Consultation Responses

11. Transportation: This site is located within the Knowland Grove estate. Each property has a shed which can be used for cycle storage which is easily accessed from Bates Green. Adequate bin storage is provided for. The relining of the existing Bates Green surface car park is welcome. The car parking spaces are slightly narrower than the Local Plan standards, but are adequate for most vehicles. No objections on transportation grounds. No transport contribution required.
12. Pollution Control Officer: The residential end-use is a sensitive one, and there is a possibility of contamination due to the current or previous uses. I have therefore suggested conditions for a site investigation to determine this. I have also suggested a condition for light nuisance along with informatives for the demolition and construction phases.
13. Arboricultural Officer: Need to ensure protection of the trees to the south. Also need to review garden inset bits with new trees in. Suggests 5 no. trees planted in the verge.

Possibly via s106 monies for five trees+ maintenance.

14. Strategic Housing: I can confirm that the Housing Development team fully support the application for 4 new houses at the Bates Green garage site.
15. This site is owned by Norwich City Council and was identified by the Housing Development Team as an excellent site for the development of affordable housing, due to the poor condition and under occupation of the garages on site. The current application has been put together by Orwell Housing Association in partnership with the Housing Development Team and in consultation with the planning department.
16. There is a great need for new affordable housing in Norwich with the Housing Needs and Stock Condition survey identifying a need for 677 new affordable homes to be developed in Norwich each year. The Bates Green development will go some way to help meet this need. The property mix of two and three bedroom houses was agreed with the housing development team and meets the identified need within the strategic housing market assessment.
17. A public consultation was held on 17th November at the nearby Base Line Centre with garage tenants and local residents prior to the application. The consultation was for four sites within the vicinity including this one and a total of 212 residents were invited. There were three feedback forms completed for this site, of which two were broadly supportive but with concerns about parking in the area and one was against the proposal again due to parking issues.
18. This site currently consists of 12 garages of which seven are currently occupied. There are currently 85 empty garages in close proximity to this site so all of the existing tenants will be able to be relocated within a small distance. In addition once the future of the three sites with garages in this vicinity are decided the council will offer any remaining garages for rent to local residents which will hopefully alleviate the existing parking issues in the area.
19. The scheme proposed is of a high quality and will meet Code for Sustainable Homes Level 4. Given the need for high quality affordable homes in this area and given that this scheme has been worked up in conjunction with the Housing Development Team, we fully support this application.

ASSESSMENT OF PLANNING CONSIDERATIONS

Relevant Planning Policies

Relevant National Planning Policies

| | |
|-----------------|------------------------------------|
| PPS1 | Delivering Sustainable Development |
| PPS1 Supplement | Planning and Climate Change |
| PPS3 | Housing |
| PPG13 | Transport |

Relevant Strategic Regional Planning Policies

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|------|----------------------------------|
| ENV7 | Quality in the built environment |
| T14 | Parking |
| H2 | Affordable Housing. |
| WM6 | Waste Management in Development |

Relevant Local Plan Policies

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|-----|-------------------|
| EP1 | Contaminated Land |
|-----|-------------------|

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|--------|---|
| EP18: | High standard of energy efficiency for new development |
| EP20: | Sustainable use of materials |
| EP22: | High standard of amenity for residential occupiers |
| HBE12: | Design |
| HBE19: | Design for safety and security including minimising crime |
| HOU13: | Proposals for new housing development on other sites |
| NE9: | Comprehensive landscaping scheme and tree planting |
| TRA5: | Approach to design for vehicle movement and special needs |
| TRA6: | Parking standards – maxima |
| TRA7: | Cycle parking standards |
| TRA8: | servicing standards |

Supplementary Planning Documents and Guidance

Trees and Development SPD – September 2007

Energy Efficiency and Renewable Energy SPD adopted – December 2006

Accessible and Special Needs Housing SPD – June 2006

Principle of Development

Policy Considerations

20. National policy in PPG13 has recently changed to remove the requirement for councils to limit the number of parking spaces allowed in new residential developments and placing the onus on councils and communities to adopt policies appropriate for their area. Currently saved and adopted local plan policies remain in place which set out maximum parking standards for the City. There are no planning policies which seek the retention of parking or garaging provision. However, it is appropriate on a case by case basis to consider whether the loss of the garaging provision would have other material or detrimental effects on the locality.
21. In this case the garages in question are believed to be approximately 42% void. Other garage spaces are available within the area and as part of the proposal it is intended to carry out works to mark parking spaces within the adjacent cul-de-sac to help manage parking on the highway. It is not therefore considered that the loss of the garages would have any significant implications in terms of highway congestion or safety.
22. The proposals will provide 4 houses within an area currently used as a car park. The re-use of land is encouraged under policy and the scheme provides 4 houses at approximately 66 dwellings to the hectare. The scheme is laid out to respect amenity and landscape features in the area and has adequate garden space and provision for parking and servicing. As such the scheme accords with local and national policies for development and re-use of land. The scheme is for a social housing provider which will assist in adding to the stock of affordable housing in this area.

Impact on Living Conditions

Overshadowing, Overlooking, Loss of Privacy and Disturbance

23. Various issues related to layout and impact on amenity have been assessed and have been part of ongoing discussions with the agent to overcome any local concerns. The scheme provides a linear arrangement of buildings to one edge of the site with the front elevation facing south-west and into the communal garden. This arrangement follows the layout of the remaining 3 sides to this communal garden. The buildings are situated sufficiently forward and away from side boundaries to avoid any significant overlooking of private areas to adjacent properties.
24. Careful consideration has been given to the relationship of the proposed buildings to the surrounding area. A shadow forecast has been provided with the application which shows only limited impact from the position of the buildings in mid winter. For the remainder of the year there would appear to be no shading issues. The proposed layout achieves

appropriate distances between new and existing buildings and does not as a result create overshadowing or overlooking problems.

25. The scheme provides a reasonable standard of living and garden spaces which would provide an attractive living environment and which would integrate well with the character of the area.

Design

Site Layout and Building Design

26. The proposed layout has been revised following negotiations and shows the main block fronting onto the south-east green space. This is designed to take advantage of this attractive space. The terrace is designed to make a clearer distinction between the public and the private gardens/green areas and to enhance planting to the north of the site along the link between Bates and Randle Green. The entrance to gardens is positioned on this frontage and in the detailing of boundary walls and additional landscaping relates well to the street and maintains a “live” frontage along the footpath.
27. There is probably one distinct building style in the area which expresses very simple architectural features with mainly two storey buildings. The site does not fall within any protected conservation area. The agent therefore has produced a scheme which is appropriate in scale and form and maintains the relatively simple two storey form of domestic dwellings using simple pitched roofs and a limited range of building materials to the walls, joinery and details. It is suggested that details of materials form a condition of any consent. Subject to these details the design is considered to be appropriate.
28. Amenity space is provided at the rear of the site and the building footprint has been designed to give the block a good setting and space within the street scene. The development also seeks to retain some of the mature trees and hedging on the site which will be enhanced by additional landscaping. Again details are suggested covering hard and soft landscaping for the site.

Transport and Access

Vehicular Access and Servicing

29. One of the issues which arises from the application is the resolution of a satisfactory layout and form of access and parking which adequately serves both the existing and proposed residential units without causing highway safety or parking issues. The scheme provides a single access point and limits parking to one part of the site. Alternative parking along Bates Green is largely unaffected and spaces within the turning head are to be more clearly marked to improve parking use of this area. On street parking can still take place within the area without detriment to safety or access.

Car Parking, Servicing and Cycling Parking

30. Proposed levels of parking are in line with the maximum suggested in Appendix 4 of the Adopted Local Plan and as such this level of provision accords with local policy and advice on encouraging sustainable modes of transport and car usage.
31. Each property has been designed with sufficient space to accommodate the bin requirement for the site. Following discussion rear garden walls and gates have been rationalised and designed to incorporate new landscape and trees to the north edge of the site. The rear gardens are within easy access of the adopted highway and as such makes an adequate provision for servicing.
32. Adequate cycle storage has also been built into the scheme with access straight into garden spaces rather than through buildings. These aspects of the development enhance the design and operation of the scheme and long term amenity value for the residents.

Environmental Issues

Site Contamination and Remediation

33. A desk based assessment has been submitted with the application which identifies potential pollutants at the site. Given the sensitive residential end use it is considered necessary to condition a site investigation and a scheme of remediation and mitigation to be carried out as appropriate.

Energy Efficiency and Renewable Energy

34. The size of the development is below the threshold for an energy efficiency statement; however the design and access statement submitted with the application details that the applicants are committed to achieving code for sustainable homes level 4.

Trees and Landscaping

Loss of Trees or Impact on Trees

35. The scheme is designed to take account of and seeks to retain existing B class trees. The development sits within the green edges of the site thereby retaining the significant amenity and ecological value of the landscaping to the south of the site. It will be important however to ensure that A or B class trees are retained and conditions are suggested to protect such trees during construction.

Replacement Planting

36. The arboricultural report identifies the individual value of trees. Whilst there are existing trees within the verge to the north, these are C class and, as a result of discussion about the scheme, it is intended to remove these trees and replant with new species within the verge and at spaces which will correlate with new garden access points.
37. The resulting planting will improve the street scene and add value to landscape diversity within the area and the sites linkages east to west. Conditions are therefore suggested requiring new landscaping and the replacement of trees and landscaping in accordance with a scheme to be agreed.

Biodiversity

38. Commentary has been provided with the application which assesses biodiversity issues. Whilst limited action can be taken to control the timing of development it is suggested that it would be appropriate to take up the suggestions in the report and to impose conditions requesting an enhancement of some nesting and planting conditions on and around the site.

Planning Obligations

Miscellaneous

39. The arboricultural officer's request for monies for street trees can be adequately dealt with by condition covering the proposed landscaping of the site and its future maintenance as mentioned above. A S106 agreement is not therefore required in this instance.

Conclusions

40. The proposed scheme provides an arrangement of 4 houses with associated parking and servicing. The buildings respond to the constraints and topography of the site, retain existing trees and would lead to an attractive development in accordance with local and national policy.
41. The development of 4 affordable dwellings would contribute to the promotion of affordable housing in Norwich. The proposed development achieves a high standard of design and would be well integrated with the surrounding area.

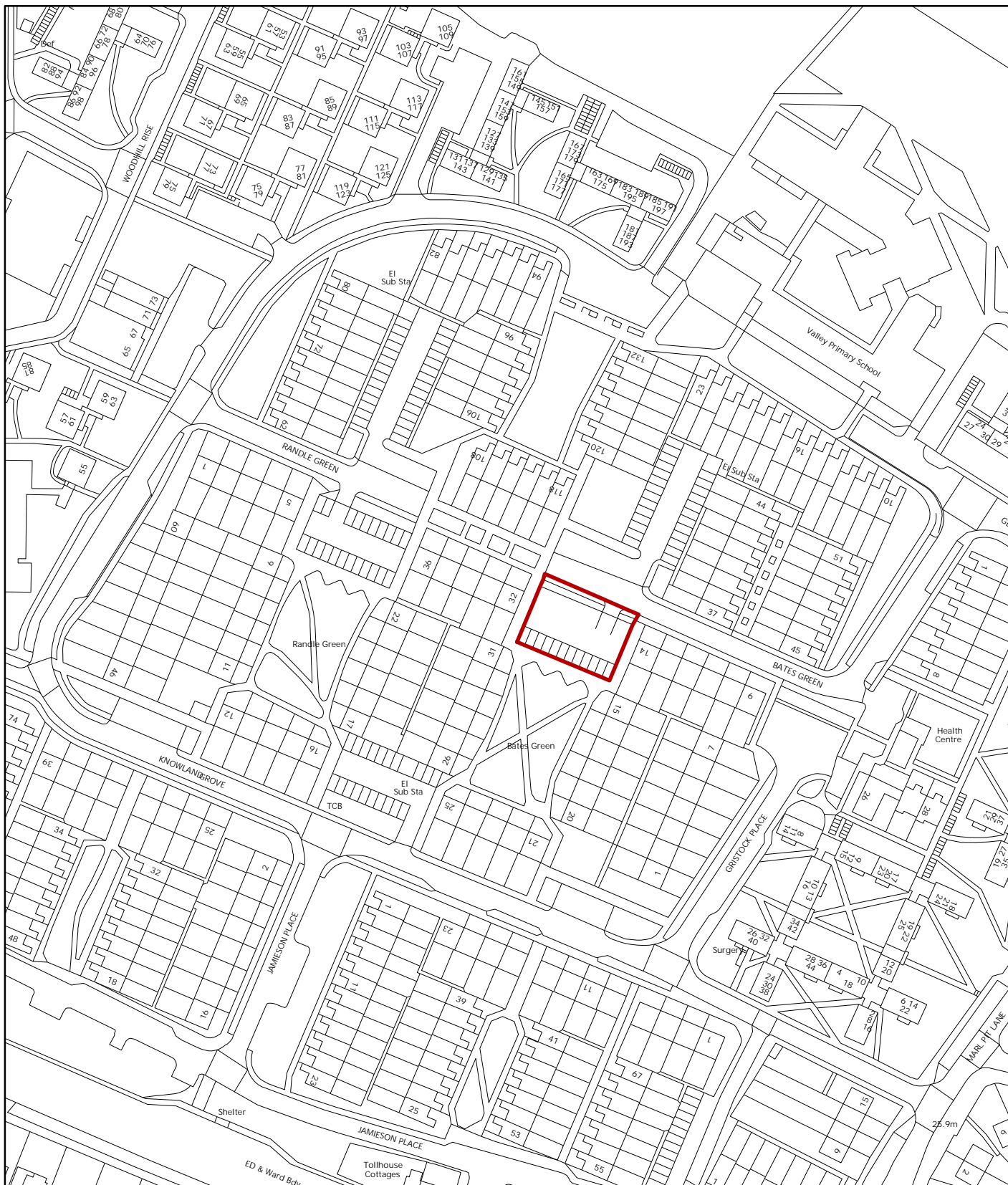
RECOMMENDATIONS

To approve Application No 10/02097/F Garages adjacent to 32 Bates Green, Norwich and grant planning permission, subject to the following conditions:-

1. Commencement of development within three years
2. Details of Facing and Roofing Materials; Boundary treatment, walls and fences; external lighting
3. Provision of car parking, cycle storage, bin stores
4. Details of scheme for road markings
5. Details of trees and planting to be retained
6. Tree Protection Scheme prior to commencement
7. Retention of tree protection
8. Details of Landscaping, planting and site treatment works
9. Landscape maintenance
10. Site contamination investigation and assessment to be carried out and if contamination is found a scheme of remediation and mitigation to be agreed and carried out. Should during development, contamination not previously identified be found development is to cease pending details to deal with contamination.
11. Details of biodiversity enhancements

Reasons for approval:

The development of 4 affordable dwellings would contribute to the promotion of affordable housing in Norwich. The proposed development, subject to conditions, would be well integrated with the surrounding development in form and layout and would make good use of this brown field site. The scheme provides adequate parking and servicing space and makes proposals for rationalising on street parking in the area. The scheme is laid out to retain existing trees around the site and also allows potential for further landscape and biodiversity enhancement to improve the amenity of the area. The decision has been made with particular regard to PPS1, PPS3 and PPG13 policies ENV7, T14, H2 and WM6 of the adopted East of England Plan and saved policies EP1, EP18, EP22, HOU13, HBE12, HBE19, EP22, NE9, TRA5, TRA6, TRA7 and TRA8 of the City of Norwich Local Plan (Adopted Version 2004) and to all material planning considerations



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Planning Application No - 10/02097/F

Site Address - Garages adjacent to 32 Bates Green, Norwich

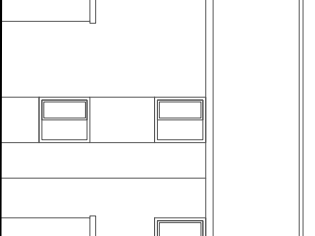
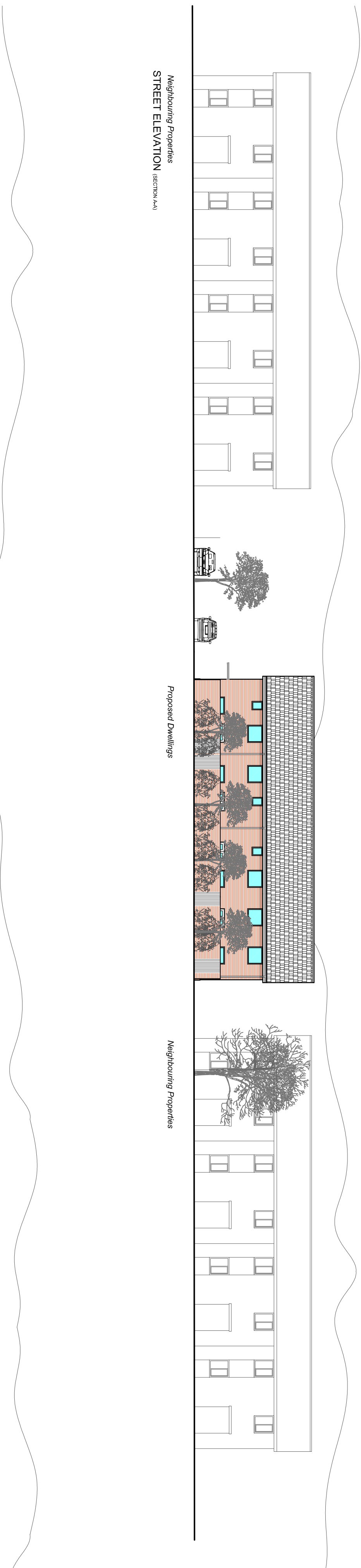
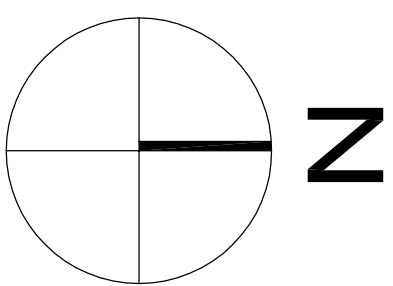
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PLANNING SERVICES



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| PROJECT NO. | STATUS | TYPE | DWG NO. |
|------------------|---|---|----------------|
| example: 1234 | SK = Sketch DE = Planning PI = Production Information | 10- Site / External Plans 20- Floor / Roof Plans 30- Elevations 40- Sections 50- Details 60- Schedules 70- Room Layouts | example: 01 |

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